

CLAIM AMENDMENT SHEET

What is claimed is:

1. (Currently Amended) A cargo adapted aircraft, comprising:
 - a canard having two and only two significant horizontal lifting surfaces, with a smaller lifting surface in front of a larger lifting surface;
 - a large opening at the rear of the fuselage through which large objects can be loaded, the opening having a ~~door type of~~ closure for flight.
2. (Currently Amended) The aircraft of claim 1 including yaw control surfaces on the ~~wing~~ larger lifting surface.
3. (Original) The aircraft of claim 1 having no empennage.
4. (Original) The aircraft of claim 2 having no empennage.
5. (Original) The aircraft of claims 1, 2, 3 or 4 wherein the aircraft is a light personal aircraft.
6. (Original) The aircraft of claims 1, 2, 3 or 4 wherein the aircraft is a personal aircraft.
7. (Original) The aircraft of claims 1, 2, 3 or 4 that includes one tractor engine.
8. (Currently Amended) The aircraft of claims 1, 2, 3 or 4 that includes two ~~wing located~~ engines located on the larger lifting surface.
9. (Original) The aircraft of claims 1 or 2 without a boom-supported empennage.
10. (Previously Presented) The aircraft of claims 1 or 2 including a pitch control surface on the smaller horizontal lifting surfaces.
11. (Previously Presented) A cargo-adapted personal aircraft, comprising:
 - a canard having two significant horizontal lifting surfaces with a smaller lifting surface in front of a larger lifting surface;
 - a large opening at the rear of the fuselage through which objects can be loaded;
 - and
 - having no empennage.
12. (New) The aircraft of claim 11 having all power sources and yaw control surfaces at least as far forward as the larger lifting surface.

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 - a canard having two and only two significant horizontal lifting surfaces, with a smaller lifting surface in front of a larger lifting surface;
 - a large opening at the rear of the fuselage through which large objects can be loaded, the opening having a ~~door type of~~ closure for flight.
2. (Currently Amended) The aircraft of claim 1 including yaw control surfaces on the ~~wing~~ larger lifting surface.
3. (Original) The aircraft of claim 1 having no empennage.
4. (Original) The aircraft of claim 2 having no empennage.
5. (Original) The aircraft of claims 1, 2, 3 or 4 wherein the aircraft is a light personal aircraft.
6. (Original) The aircraft of claims 1, 2, 3 or 4 wherein the aircraft is a personal aircraft.
7. (Original) The aircraft of claims 1, 2, 3 or 4 that includes one tractor engine.
8. (Currently Amended) The aircraft of claims 1, 2, 3 or 4 that includes two ~~wing~~ located engines located on the larger lifting surface.
9. (Original) The aircraft of claims 1 or 2 without a boom-supported empennage.
10. (Previously Presented) The aircraft of claims 1 or 2 including a pitch control surface on the smaller horizontal lifting surfaces.
11. (Previously Presented) A cargo-adapted personal aircraft, comprising:
 - a canard having two significant horizontal lifting surfaces with a smaller lifting surface in front of a larger lifting surface;
 - a large opening at the rear of the fuselage through which objects can be loaded; and
 - having no empennage.
12. (New) The aircraft of claim 1 having all power sources and yaw control surfaces at least as far forward as the larger lifting surface.